To Tom Carman 7/13/96

SPECIAL CITY ALLOTMENT GRANT FOR CITY OF ELGIN

The City of Elgin is proposing a project on Cedar Street for the Special City Allotment grant program. The project on Cedar Street is from 5th Ave to 8th Ave, about 900 feet in length. It is proposed to widen and overlay the existing surface to improve the vehicle travel lane width, to provide bicycle lanes (in accordance with the City's supplemental transportation plan), to gravel the parking area, and to repair and extend the sidewalk along the south side of the street.

The current road surface is in need of major repair due to the heavy traffic it receives. The City had Union County Public Works Department patch and cover the street with a layer of chip seal last summer to save the existing pavement from complete break up. Without some critical work on this street surface in the next couple of years, the hard surface will be lost.

The base appears to be adequate to support the traffic except for about 100 feet from 5th Street west toward 6th street. This area may be excavated and base rock placed if needed. The parking areas will be placed on grade requiring some excavation. Where the base in the parking area is not stable, it will be excavated and base rock placed. Drainage will be surface drainage facilitated by putting the parking area on grade. To keep the cost of the project down, the parking area will be graveled.

This portion of Cedar Street is a feeder into town from Clark's Creek Road. It is the only roadway entering town that is not improved beyond the current average residential street condition. There is both log truck and farm truck traffic over this street. The street is the main access to the cemetery and carries the traffic from the Clark's Creek area and much of the Indian Creek area. It is also the only access street for the south side residential area.

In its present condition Cedar Street ~~it~~ is not suitable to accommodate any increased traffic. The lack of properly developed on street parking and the poor accommodation for pedestrian traffic, together with the narrow traffic lanes and no provisions for bicycle traffic make the street generally unsafe. Residents along the street frequently complain of the unsafe condition of the street.

The City of Elgin, the Elgin Chamber of Commerce and the Elgin 2010 Strategic planning committee have identified the development of the old City park on the Grande Ronde River off the east end of Cedar Street as a primary project. The development is to include overnight RV facilities. This will draw travel trailers and motor homes off of Highway 82. Cedar Street will be the only practical access to the park for this traffic. The street is presently too narrow and congested to be adequate for the current level of traffic. It will not be safe when Hunaha Park is opened to overnight RVs.

The project is estimated to cost about $60,000. The Grant portion will be $25,000, the City portion is $35,000. The work will be scheduled for the summer of 1997.

Joe Garlitz
Recorder/Administrator

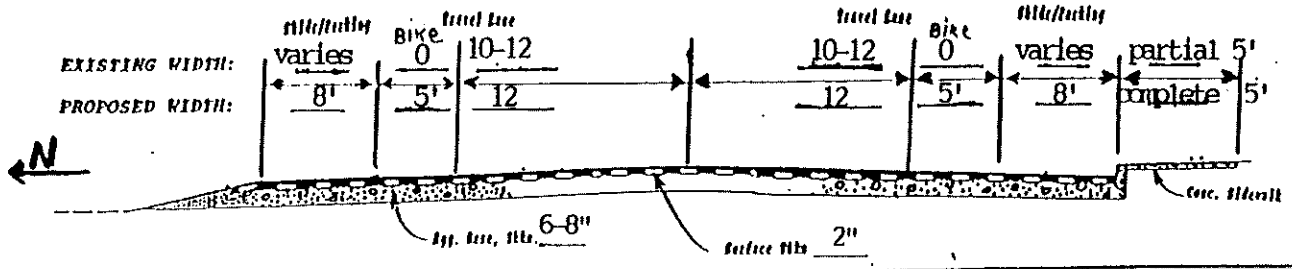
SPECIAL CITY ALLOTMENT (SCA) APPLICATION

CITY OF ELGIN DATE 7-12-96

Street Name CEDAR From 8TH To 5TH
(Attach map showing project Limits)

PROJECT DETAILS:
Project Length: 900' Est. Project Cost $ 60,000 Ave Daily Traffic ∠2000 Ave Daily Truck Traffic est 10%-20%

PROPOSED TYPICAL X-SECTION



PAVEMENT:
Surface Type
Existing: Asphalt
Proposed: Asphalt overlay
Proposed Thkn: 2"

STORM SEWER:
Existing (Y/N): Partial
Proposed (Y/N):
Pipe Dia :
Pipe Length:
Adjustments
Inlets # :
Manholes # :
Pipes # :

RIGHT-OF-WAY
Existing Width: 60'
Existing Right-of-way Adequate (Y/N): yes
Proposed Width: 60'

SIDEWALKS:
Existing (Y/N): South side 80%
Proposed (Y/N) Lt Side * Rt Side 100%
Proposed Length: 150' to complete
Proposed Width : 5'

CURBS:
Existing (Y/N) : NO
Proposed (Y/N) Lt Side Rt Side
Length :
Type :

BRIDGE:
Name: N/A
Br #:
Length:
Width :
Type of Structure:
Sufficiency Rating No.
Name of Stream:

Remarks: SEE ATTACHED

BY: Mayor [signature] Date 7/18/96

BY: City Recorder [signature] Date 7/12/96

BY: City Administrator [signature] Date

Attach addition sheets for each street

SPECIAL CITY ALLOTMENT

RESOLUTION # 1018 (1996)

Under the provisions of ORS 366.800 and 366.805, there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Five Hundred Thousand and No/100 ($500,000.00) Dollars, and in addition there has been withdrawn from monies available to the Department of Transportation from the State Highway Fund the sum of Five Hundred Thousand and No/100 ($500,000.00) Dollars. As provided in ORS 366.805, said sums have been set up in a separate account to be administered by the Oregon Transportation Commission and to be allotted each year by said commission to be spent, within cities of 5,000 or fewer persons, upon streets not a part of the state highway system that are inadequate for the capacity they serve, or are in a condition detrimental to safety.

The City of Elgin is an incorporated city of the State of Oregon and has a population of less than 5,000 as given by the latest official federal census. The following streets of said city, Cedar Street from 8th Stuet east to 5th Street

meet the conditions required in ORS 366.805.

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforementioned named streets of said City are inadequate for the capacity they serve or are in a condition detrimental to safety.

2. That said streets of said City are in need of repair, reconstruction, or other major improvement.

3. That said streets are not a part of the state highway system, and are under the jurisdiction and control of the City.

4. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconstruction, repair, or other improvements out of funds allocated and made available by and through the said $1,000,000 appropriation of revenues which is to be administered and spent by the Transportation Commission.

OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
LEAGUE OF OREGON CITIES

SPECIAL CITY ALLOTMENT PROGRAM GUIDELINES AND WORKING AGREEMENT

I. Purpose

The purpose of this document is to establish guidelines and working procedures for administering the Special City Allotment (SCA) Program.

II. Policy

It is the policy of the Oregon Department of Transportation (ODOT), Highway Division (State), to cooperate with the League of Oregon Cities (LOC) in the adoption of procedures and guidelines for selecting, developing, financing and constructing SCA projects in accordance with ORS 366.805.

III. Organization

A. The Program Section and the Region Engineers are responsible for administering the SCA Program on behalf of the State.

B. Cities in Oregon are governed by Councils or Commissions, staffed with an organization capable of administering the selection, development, and improvement of their streets under the SCA Program, in cooperation with the State.

IV. Financial Participation and Fund Allocation

A. Special City Allotment Account

1. The SCA account is established under ORS 366.800 and 366.805. Commencing January 1, 1991 annually the sum of $500,000 shall be withdrawn from the Appropriation of Highway funds for Cities and $500,000 shall be withdrawn from money available to the Department of Transportation from the State Highway fund.

2. The money is to be set up in a separate account to be administered by the Oregon Transportation Commission.

D. Any portion of a street, upon which SCA funds have been expended, is not eligible for additional SCA funds for a period of ten (10) years following the approval of such funds.

VI. Project Application and Investigation

A. State shall, in January of each calendar year, submit a letter and necessary data to all eligible cities, advising them of the SCA program.

B. City shall make application prior to July 1 of each calendar year for the following years' program.

C. State shall maintain a record of all cities that submit completed resolution and project application forms.

D. For each application received, State shall conduct on-site project investigation, meeting with appropriate city officials, if possible, and discuss project and program.

VII. Project Selection

A. State shall prioritize and recommend the most meritorious projects to the Oregon Transportation Commission (OTC) for approval. Selected projects shall meet the criteria described in ORS 366.805.

B. State shall inform each applicant of OTC action taken on their requested project.

C. State and City shall enter into an agreement for each approved SCA project. The agreement shall be prepared by the State, and describe the project and assign specific responsibilities.

VIII. Preliminary Engineering

A. Design Standards. City standards will apply subject to approval by State. Other standards may be used if they comply with good engineering practice. (i.e., OSHD, APWA, etc.)

B. Project Plan Development. Preliminary Engineering shall be performed by the applicant or consultant and may be included in the total project costs. The City or its consultant shall prepare all plans, specifications, and estimates in conformance with acceptable standards. The City shall advertise for bids and award the contract, unless otherwise agreed upon.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on February 23, 1990 by Oregon Transportation Commission, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the agreement on behalf of the Commission.

Signed by Emily Shue
President, League of Oregon Cities (LOC)

Date January 29, 1990

STATE OF OREGON, by and through its Department of Transportation, Highway Division

Signed by William Anhorn
State Highway Engineer

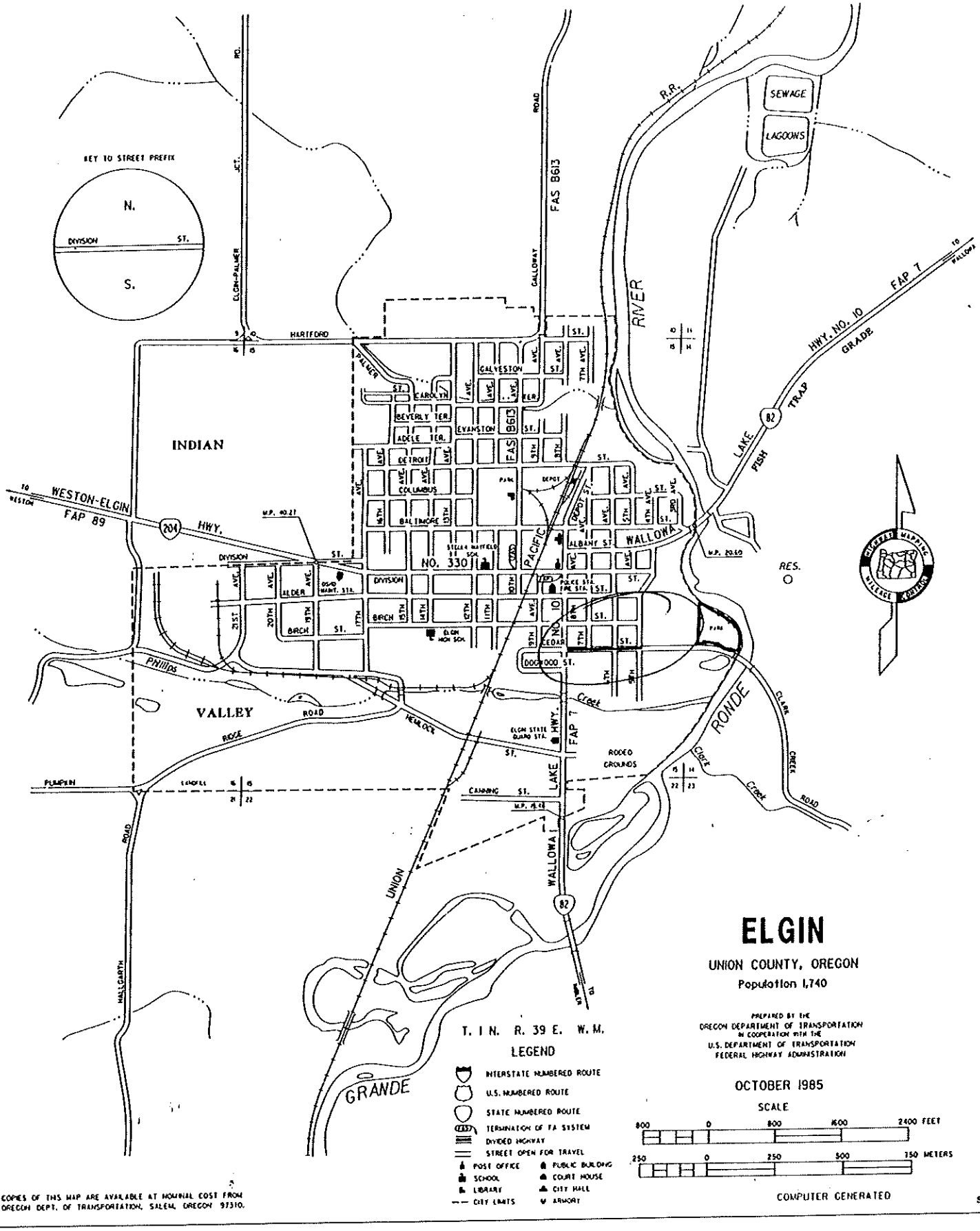
Date February 27, 1990

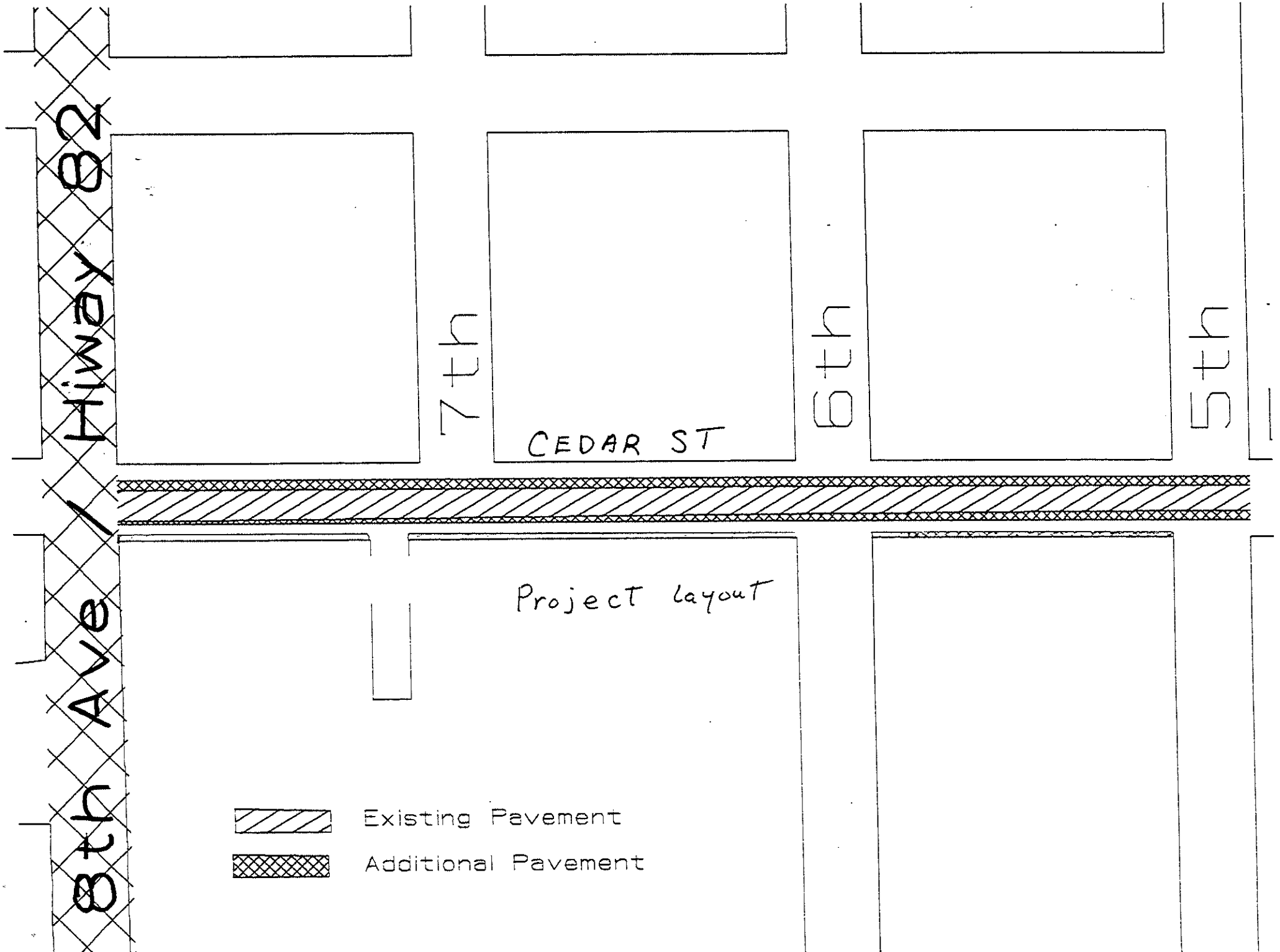
APPROVED AS TO
LEGAL SUFFICIENCY

By Signed by Cynthia Carter
Attorney in Charge

Date February 1, 1990

MKS104.PK

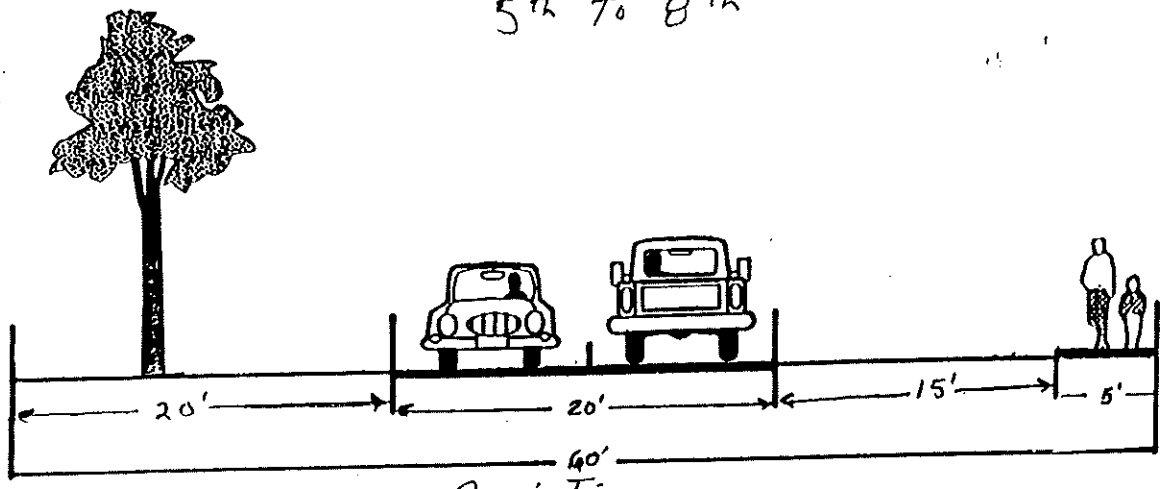

KEY TO STREET PREFIX
N.
DIVISION ST.
S.
SEWAGE
LAGOONS
R.R.
FAS 8613
ELGIN-PALMER RD. JCT.
GALLOWAY ROAD
RIVER
HWY. NO. 10
FAP 7
GRADE
TRAP
LAKE
FISH
INDIAN
WESTON-ELGIN
FAP 89
HWY.
204
M.P. 40.21
M.P. 20.60
RES.
HARTFORD
GALVESTON
CAROLYN
BEVERLY TER.
ADELE TER.
EVANSTON
DETROIT
COLUMBUS
BALTIMORE
ALBANY ST.
WALLOWA
PACIFIC
DEPOT
PARK
NO. 330
DIVISION
ALDER
BIRCH
CEDAR
DOGWOOD ST.
ELGIN HIGH SCH.
POLICE STA.
FIRE STA.
ELGIN STATE GUARD STA.
RODEO GROUNDS
Phillips
VALLEY
RIDGE ROAD
HEMLOCK ST.
PUMPEN
LANDELL
CANNING ST.
LAKE
UNION
WALLOWA
82
HALLGARTH ROAD
GRANDE
Creek
RONDE
CLARK CREEK ROAD
T. 1 N. R. 39 E. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
COURT HOUSE
LIBRARY
CITY HALL
CITY LIMITS
ARMORY
ELGIN
UNION COUNTY, OREGON
Population 1,740
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OCTOBER 1985
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
COMPUTER GENERATED
SG.
COPIES OF THIS MAP ARE AVAILABLE AT NOMINAL COST FROM
OREGON DEPT. OF TRANSPORTATION, SALEM, OREGON 97310.


Hiway 82
8th Ave
7th
6th
5th
CEDAR ST
Project layout
Existing Pavement
Additional Pavement

CEDAR Street Project

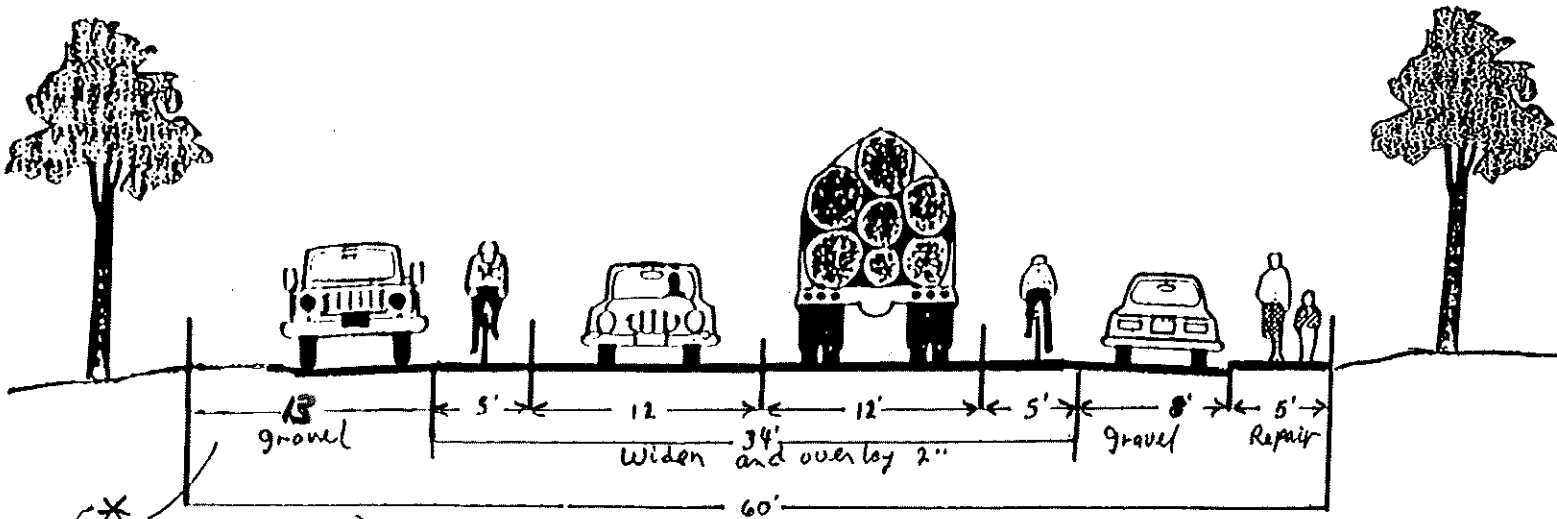
5th To 8th

Elgin



Existing

← N



(* Sidewalk if additional funds are available)

Proposed Project